DO NOT REMOVE

THIS DOCUMENT IS REQUIRED BY LAW AND MUST REMAIN WITH THIS VEHICLE UNTIL IT IS CERTIFIED AS A COMPLETED VEHICLE

INCOMPLETE VEHICLE DOCUMENT

Required by
49CFR Part 568 Vehicles Manufactured in Two or More Stages
Canada Motor Vehicle Safety Regulations, Section 6

The statements contained in this Incomplete Vehicle Document are accurate as of the Date of Manufacture of this incomplete vehicle and can be used by any Intermediate and/or Final-Stage Manufacturer as a basis for certification.

NAVISTAR, INC.

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Lisle, Illinois 60532 U.S.A.

DATE OF MANUFACTURE: _____ GVWR/PNBV:_____KG
VIN: _____ _____LB

AXLE	GAWR/PNBE		SUITABLE TIRE & RIM		TIRE PRESSURE (COLD)			
					SINGLE		DUAL	
	KG	LB	TIRE	RIM	KPA	PSI	KPA	PSI
FRT								
2ND								
3RD								
4TH								
5TH								
6TH								
7TH								

Vehicle Type*: Truck (TRU/CAM), Truck Tractor (TT/CT), Ambulance (AMB), or Auto Transporter (AT/PA)

*****It is the responsibility of the Final-Stage Manufacturer to specify, on the certification label, the proper vehicle type for which this vehicle is completed.

Applicable Standards

The following U.S. Federal Motor Vehicle Safety Standards (FMVSS) and Canada Motor Vehicle Safety Standards (CMVSS) were in effect on the date of manufacture of this incomplete vehicle and are applicable to any of the vehicle types identified on page one of this document. Conformance of this incomplete vehicle to the standards is detailed on the following pages as well as indicated in the table below.

FMVSS/ CMVSS Standard	Subject	Type of Conformance*		
		Type 1	Type 2	Type 3
101	Controls and Displays	X		
102	Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect	X		
103	Windshield Defrosting and Defogging Systems	X		
104	Windshield Wiping and Washing Systems	X		
105	Hydraulic and Electric Brake Systems (if equipped)		X	
106	Brake Hoses	X		
108	Lamps, Reflective Devices, and Associated Equipment		X	
111	Rear Visibility	X[A]	X[B]	
113	Hood Latch System	X		
115	Vehicle Identification Number	X		
116	Motor Vehicle Brake Fluids	X		
119	New Pneumatic Tires for Motor Vehicles with a GVWR of more than 4,536 kilograms (10,000 pounds) and motorcycles	X		
120	Tire Selection and Rims and Motor Home/Recreation Vehicle Trailer Load Carrying Capacity Information for Motor Vehicles with a GVWR of more than 4,536 Kilograms (10,000 pounds)		X	
121	Air Brake Systems (if equipped)		X	
124	Accelerator Control Systems	X		
136	Electronic Stability Control Systems for Heavy Vehicles (if equipped)		X	
205	Glazing Materials	X		
206	Door Locks and Door Retention Components	X[A]	X[B]	
207	Seating Systems	X		
208	Occupant Crash Protection	X		
209	Seat Belt Assemblies	X		
210	Seat Belt Assembly Anchorages	X		
301.1	LPG Fuel System Integrity (if equipped)	X		
301.2	CNG Fuel System Integrity (if equipped)	X		
302	Flammability of Interior Materials	X		
304	Compressed Natural Gas Fuel Container Integrity (if equipped)	X		
1106	Noise Emissions	X[A]		X[B]

A – Chassis Cab Only
B – Partial Cab Truck Only

***Type of Conformance**

Type 1 – The vehicle, when completed, will conform to the standard if no alterations are made to the identified components.

Type 2 – The vehicle, when completed, will conform to the standard if the specific conditions of final manufacture are met.

Type 3 – Conformance with the standard cannot be determined based upon the components supplied on the vehicle therefore Navistar, Inc. makes no representation as the conformity of the vehicle to the standard.

101 - This vehicle, when completed, will conform to Standard 101 provided that no alterations are made to:
(1) The location, identification, or illumination of the controls and displays identified by the standard, or
(2) The driver's seating system or the driver's seat belt assembly.

102 - This vehicle, when completed, will conform to Standard 102 provided that no alterations are made to:
(1) The transmission,
(2) The transmission shift linkage,
(3) The transmission shift lever sequence,
(4) The starter interlock, or
(5) The visually displayed shift position sequence.

103 - This vehicle, when completed, will conform to Standard 103 provided that:
(1) No alterations are made to any component of the defrosting and defogging system, and
(2) No other device is placed in a position that interferes with the airflow or performance of that system.

104 - This vehicle, when completed, will conform to Standard 104 provided that no alterations are made to any component of the windshield wiping and washing systems.

105 – This vehicle, when completed, if equipped with hydraulic brakes, will conform to Standard 105 provided that:
(1) Neither the GAWR (PNBE) nor GVWR (PNBV) is exceeded or changed.
(2) No modifications are made to the suspension, foundation brakes (Hydraulic or Driveline Parking), brake control system (Hydraulic or Driveline parking), or wheel equipment.
(3) For Conventional Cab Style, other than Chevrolet Silverado and International CV, the completed vehicle has an overall (Chassis, Body and Payload) vehicle center of gravity height not exceeding 68 in. (1.73 m.), and an overall center of gravity height/wheelbase ratio of less than or equal to 0.41.
(4) For Chevrolet Silverado and International CV vehicles, the completed vehicle has an overall (Chassis, Body and Payload) vehicle center of gravity height shall not exceed 46 in. (1.17 m.) if equipped with a front axle of 6.25K FAWR or less, or 52 in. (1.32 m) if equipped with a front axle of 7.5K or greater GAWR.

106 - This vehicle, when completed, if equipped with a hydraulic, air, or vacuum brake system, will conform to Standard 106 provided that no alterations are made to:
(1) The brake hoses,
(2) The brake hose assemblies, or
(3) The brake hose end fittings.

108 – PARTIAL CAB TRUCK ONLY

The lamps, reflective devices, and associated equipment provided on this incomplete vehicle will conform to Standard 108 provided that:
(1) No alterations are made to the lamps, reflective devices, and associated equipment,
(2) No alterations are made to the vehicle which will alter the vertical location of the lamps, reflective devices, and associated equipment, and
(3) No additional lamp, reflective device or other motor vehicle equipment is installed that impairs the effectiveness of the lighting equipment as required by Standard 108.

It is the responsibility of the final-stage manufacturer to provide the additional lamps, reflective devices, and associated equipment required so that this vehicle, when completed, will conform to Standard 108.

108 – CHASSIS CAB ONLY

This vehicle, when completed for use as a truck tractor, will conform to Standard l08 provided that:

(1) No alterations are made to the lamps, reflective devices, and associated equipment,

(2) No alterations are made to the vehicle which will alter the vertical location of the lamps, reflective devices and associated equipment, and

(3) No additional lamp, reflective device, or other motor vehicle equipment is installed that impairs the effectiveness of the lighting equipment required by Standard 108.

This vehicle, when completed for use other than as a truck tractor, will require the installation of additional lamps, reflective devices, and associated equipment. It is the responsibility of the final-stage manufacturer to provide the additional lamps, reflective devices, and associated equipment required so that this vehicle, when completed, will conform to Standard 108.

The lamps, reflective devices, and associated equipment provided on this incomplete vehicle will conform to the requirements of Standard 108 provided that:

(1) No alterations are made to the lamps, reflective devices, and associated equipment,

(2) No alterations are made to the vehicle which will alter the vertical location of the lamps, reflective devices, and associated equipment, and

(3) No additional lamp, reflective device or other motor vehicle equipment is installed that impairs the effectiveness of the lighting equipment as required by Standard 108.

111 – PARTIAL CAB TRUCK ONLY

This vehicle, when completed, will conform to Standard 111 provided that:

(1) No alterations are made to the mirror components or their mountings,

(2) No device is installed which obstructs the field of view required by the Standard, and

(3) The final-stage manufacturer provides all additional mirrors required by the standard.

Note: Any mirrors added or replaced must comply with Standard 111 and are the responsibility of the Final-Stage Manufacturer.

111 – CHASSIS CAB ONLY

This vehicle, when completed, will conform to Standard 111 provided that:

(1) No alterations are made to the mirror components or their mountings, and

(2) No device is installed which obstructs the field of view required by the standard.

113 - This vehicle (if conventional style vehicle with hood), when completed, will conform to Standard 113 provided that no alterations are made to any component of the hood latch system.

115 - This vehicle, when completed, will conform to Canadian Standard 115 provided that the Vehicle Identification Number (VIN) supplied by Navistar, Inc. is not removed, altered, or modified.

116 – This vehicle, when completed, if equipped with a hydraulic brake system, will conform to Standard 116 provided that:
(1) No components of the system are subjected to adverse conditions which will expose the brake fluid to water or other contaminants, and
(2) Any brake fluid added to the system conforms to Standard 116.

119 - This vehicle, when completed, will conform to Standard 119 provided that:
(1) No alterations are made to the tires provided, and
(2) Any tires added or replaced conform to Standard 119.

120 - This vehicle, when completed, will conform to Standard 120 provided that:
(1) No alterations are made to rims and tires provided,
(2) Any rim or tire added or replaced conforms to Standard 120, and
(3) The required tire and rim information (suitable or actual) is provided on the certification label or separate tire information label installed on the vehicle.

121 – This vehicle, when completed as a truck, truck tractor, or auto transporter, if equipped with an air brake system, will conform to Standard 121 provided that:
(1) Neither the GAWR (PNBE) nor GVWR (PNBV) is exceeded or changed; and
(2) No modifications are made to the suspensions, foundation brakes, wheel equipment, or brake control system.

For trucks [Not Truck Tractors], the completed vehicle must have a laden center of gravity height/wheelbase ratio of less than or equal to 0.41 for front axles less than or equal to 12,000 lbs. (5443 kg.), or less than or equal to 0.45 for front axles greater than 12,000 lbs. (5443 kg.), and shall not exceed an overall vehicle center of gravity height of 68 in. (1.73 m.) for single rear axles and 75 in. (1.9 m.) for more than one rear axle.

Standard 121 is not applicable if this vehicle falls into one or more of the following categories:
(1) Has an axle with a GAWR (PNBE) of 29,000 lbs. (13154 kg.) or more.
(2) Is a truck that cannot attain a speed of greater than 33 mph (53 km/hr) within a distance of 2 miles (3.2 km).
(3) Is a truck that cannot attain a speed greater than 45 mph (72 km/hr) within 2 miles (3.2 km), has an unladen weight that is 95% or more of the GVWR (PNBV), and has no capacity to carry passengers other than the crew required to operate it.

124 – This vehicle, when completed, will conform to Standard 124 provided that no alterations are made to any component of the accelerator control system.

136 – This vehicle, when completed as a truck tractor, will conform to Standard 136, provided that:
(1) Neither the GAWR (PNBE) nor GVWR (PNBV) is exceeded or changed;
(2) No modifications are made to the suspensions, wheelbase, foundation brakes, steering, wheel equipment, tires, brake control system, or engine; and
(3) No additional axle(s) are added to the vehicle.

Standard 136 is not applicable if the truck tractor falls into one or more of the following categories:
(1) Has an axle with a GAWR (PNBE) of 29,000 lbs. (13,154 kg.) or more.
(2) Cannot attain a speed of greater than 33 mph (53 km/hr) within a distance of 2 miles (3.2 km).
(3) Cannot attain a speed greater than 45 mph (72 km/hr) within 2 miles (3.2 km), has an unladen weight that is 95% or more of the GVWR (PNBV), and has no capacity to carry passengers other than the crew required to operate it.
(4) The GVWR (PNBV) is less than or equal to 26,000 lbs. (11,793 kg.).

205 - The glazing materials provided on this incomplete vehicle conform to Standard 205. This vehicle, when completed, will conform to Standard 205 provided that:

(1) No alterations are made to the glazing material provided, and

(2) Any glazing material added or replaced conforms to the standard.

Note: Any glazing materials added or replaced must conform to Standard 205 and are the responsibility of the Final-Stage Manufacturer.

206 – PARTIAL CAB TRUCK ONLY

This vehicle, when completed, will conform to Standard 206 for the driver side door (passenger side door omitted) provided that no alterations are made to:

(1) The door lock components,

(2) The door lock or latch actuating components, or

(3) The door retention components including latches, hinges, and supporting members.

Note: It is the responsibility of the final-stage manufacturer to provide all other required door locks and door retention components in order that this vehicle, when completed, will conform to Standard 206.

206 – CHASSIS CAB ONLY

This vehicle, when completed, will conform to Standard 206 provided that no alterations are made to:

(1) The door lock components,

(2) The door lock or latch actuating components, or

(3) The door retention components including latches, hinges, and supporting members.

207 - This vehicle, when completed, will conform to Standard 207 provided that:

(1) No alterations are made to the seating systems,

(2) No alterations are made to the seating system attachment assemblies including related cab structure,

(3) No alterations are made to the seating installation, and

(4) Any seating systems added to the vehicle conform to the standard.

Note: Any seating systems added to the vehicle must conform to Standard 207 and are the responsibility of the Final-Stage Manufacturer.

208 - This vehicle, when completed, will conform to Standard 208 provided that:

(1) No alterations are made to any component of the seat belt assemblies,

(2) No alterations are made to the seating arrangement, and

(3) Any seating systems and seat belt assemblies added to the vehicle conform to the standard.

Note: Any seating systems and seat belt assemblies added to the vehicle must conform to Standard 208 and are the responsibility of the Final-Stage Manufacturer.

209 - This vehicle, when completed, will conform to Standard 209 provided that:
(1) No alterations are made to any component of the seat belt assembly including the attachment hardware,
(2) No alterations are made to any component of the seating system, and
(3) Any seating systems and seat belt assemblies added to the vehicle conform to the standard.

Note: Any seating systems and seat belt assemblies added to the vehicle must conform to Standard 209 and are the responsibility of the Final-Stage Manufacturer.

210 - This vehicle, when completed, will conform to Standard 2l0 provided that:
(1) No alterations are made to any components of the seat belt assembly anchorages,
(2) No alterations are made to the anchorage supporting members (including items such as floor and cab rear panels),
(3) No alterations are made to the attachment of supporting members to the adjacent or surrounding structure, and
(4) Any seating systems and seat belt assemblies added to the vehicle conform to the standard.

Note: Any seating systems and seat belt assemblies added to the vehicle must conform to Standard 210 and are the responsibility of the Final-Stage Manufacturer.

301.1 - This vehicle, when completed, will conform to Standard 301.1 provided that no alterations are made to any component of the LPG fuel system.

301.2 - This vehicle, when completed, will conform to Standard 301.2 provided that no alterations are made to any component of the CNG fuel system.

302 - This vehicle, when completed, will conform to Standard 302 provided that no alterations are made to the components covered by the standard.

Note: Any components covered by Standard 302 that are altered or added to the vehicle must conform to the standard and are the responsibility of the Final-Stage Manufacturer.

304 - This vehicle, when completed, will conform to Standard 304 provided that no alterations are made to the CNG fuel container (tank).

1106 – PARTIAL CAB TRUCK ONLY

Conformity to Canadian Standard 1106 cannot be determined based upon the components supplied on this incomplete vehicle, therefore Navistar, Inc. makes no representation as to the conformity of this vehicle to the standard.

Note: Any noise emission components added to the vehicle must conform to Standard 1106 and are the responsibility of the Final-Stage Manufacturer

1106 – CHASSIS CAB ONLY

This vehicle, when completed, will conform with Canadian Standard 1106 provided that no alterations are made to any component of the vehicle's noise emissions system.

Additional Requirements

If this vehicle was manufactured with temporary tires for shipment purposes only and/or if the final-stage manufacturer changes or adds tires, it is the responsibility of the final-stage manufacturer to either mount tires with a capacity equal to or greater than the GAWR (PNBE) or to re-rate the axle system and the GVWR (PNBV) accordingly.

Paragraph 568.5 of Part 568 of Title 49 of the Code of Federal Regulations and Section 6 of the Canada Motor Vehicle Regulations specifies that each intermediate stage manufacturer making changes to this vehicle that will affect the validity of any statement in this document as written shall furnish an addendum to this document. The addendum shall contain the name and mailing address of the intermediate stage manufacturer and recommendations for the changes that should be made to this document. Revisions to this document shall reflect the changes that the intermediate manufacturer made to this vehicle. Each intermediate stage manufacturer must furnish this document, along with the required addendums to the next intermediate stage manufacturer or the final-stage manufacturer.

The final-stage manufacturer shall certify that the completed vehicle conforms to all applicable standards, in accordance with of Title 49 - Code of Federal Regulations, Part 567, Section 567.5 and Canada Motor Vehicle Safety Regulations, Sections 7 and 8.